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CENTRAL INTELLIGENCE AGENCY

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INFORMATION REPORT

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COUNTRY Czechoslovakia

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SUBJECT Railroads and Bridges/Regulations on the Blanice River

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NO. OF ENCLS. (LISTED BELOW) 1 (A)

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1. Many railroad lines in Czechoslovakia use the old Austrian-type trackage. /See Enclosure (A) Sketch #1/ However, since the Republic gained its independence, a large portion of these, especially the main lines, have been replaced by a heavier type, that is, by the T System type and the A-Xa system [redacted] recall the [redacted] The standard gauge (1.435) and the distance ... lines drawn through the middle of the tracks (4.M) is shown/Sketch #2./ There is a strong possibility that the tracks have been converted to the gauge in use in the USSR.

2. At the present time railroad lines with the T System superstructure permit a maximum speed of 80 kilometers per hour. Consequently, the maximum permissable curvature will correspond with a minimum radius of Curve R = 300 meters.

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3. The type, quantity and capabilities of equipment used in railroad construction can be obtained best from a book in the Czechoslovakian language by Professor Klokner, called "Zeleznice".

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4. [redacted]

5. [redacted] 25X1
The Pilsen-Klatovy, Klatovy-Domazlice, Domazlice Pilsen, Klatovy-Mestys Zelezna Ruda (Eisenstein) and the Klatovy-Horazdovice. Supplies of fuel and water and the marshelling yards or transport depots for these lines were located at Klatovy, Domazlice, Horazdovice, and Pilsen.

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6. In regard to railroad bridges in general, those with large spans were built of iron, whereas smaller railroad bridges (up to 10 meters) were usually constructed of stone or stone and concrete. Overpasses (over railroads or over narrow rivers and streams) for the most part were built with three-span re-enforced concrete. The end spans were 6 to 12 meters and the middle span was 10-20 meters, depending upon the width of the river bed and the number of railroad tracks over-passed. /Sketches #3 and #4/.

7. In computing statistical calculations for bridges the load of the train is taken into account in accordance with sketches Nos 5 and 6.

8. The quality and method of construction of railroads was very good. Qualified, technically trained supervision was adequate, and detailed inspection of all phases of construction was mandatory.

9. The type of train control and signal systems used on the Bohemian-Slovakian-Moravian road system was identical. That was the road blocking by means of semaphores.

10. About the density of rail traffic on the following lines, distance passenger trains:

Pilsen Klatovy-Domazlice, 6
Klatovy-Mestys Zelezna Ruda, 4
Pilsen-Domazlice-Furth, 6
Budejovice Pilsen, 7
Prague-Protivin-Budejovice, 7
Prague-Pilsen-Cheb, 10
Horazdovice-Klatovy, 5
Horazdovice-Pilsen-Tabor-Jihlava-Brno, 5
Prague-Pardubice-Brno-Bratislava, 10
Brno-Nemcky Brod, 5
Brno-Vlachy (Slovakian border), 6
The same number of trains ran in the opposite direction.

11. It was necessary to control the Blanice River because large areas in its lower reaches were inundated after each spring flood. The water would remain in the meadows for a long period, depriving these meadows from being used for agricultural purposes. The Blanice River originates in the Sumava Mountains, and it empties into the Otava Rive at Pilsen. In the upper reaches of the Blanice River a dam was constructed to collect the water in a large basin and to regulate the quantity of water flowing in the Blanice River channel. When the water was at its highest the regulated portion discharged a maximum of 32 cubic meters per second /Sketch #7/.

12. The regulated part of the river in the lower stretches extended for about 25 kilometers. Ten or 12 three-span bridges of re-enforced concrete crossed this portion. From a strategic viewpoint, this river is considered small and of very little importance; however, there is an exception, if the railroad bridge at Blanice and the station at Protivin were destroyed simultaneously, traffic would be interrupted on the line connecting Prague with Protivin, Budajovice, and Linc. Traffic would also be disrupted on the railroad line connecting Pilsen with Prativin, Budajovice, and Linc. Additional traffic would be disrupted on the lines connecting Prague-Pilsen, Rozice- Horazdovice-Pilsen and the line connecting Brno with Jihlava, Tabor, Pilsen, Horazdovice, and Klatovy.

- end -

ENCLOSURE (A): Seven Sketches of Railroad Track and Bridge Measurements

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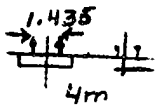
ENCLOSURE (A)

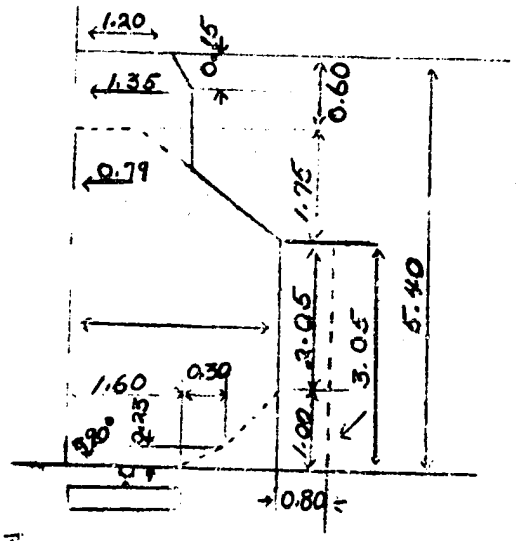
Measurements are in meters

1.

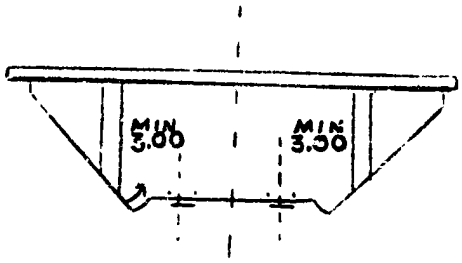


2.

Clearance of Tracks on Bridges or at Stations

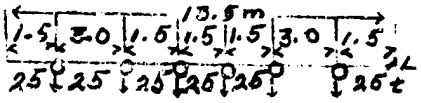


3. Clearance increased 0.80 m within station area

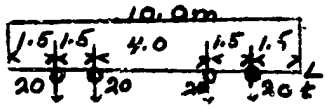


4. Min. distance between posts and line through center of rails

For bridges of Class I: locomotive = 11.11 tons per meter; car = 8 tons per meter.

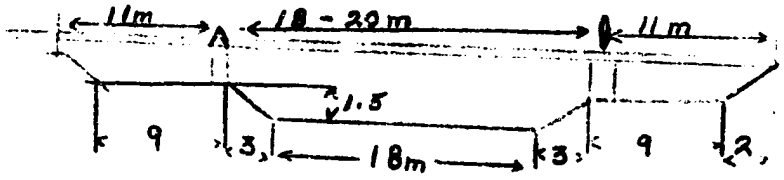


5.



6.

Profile Sketch of Channel



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